

There are 959 lock boxes in use at the office. The present metal boxes were put in in July, 1899. Previous to that date there were about 500 boxes. The need of more was felt, and the whole front of the building was torn out, remodeled and the new boxes put in place. Under the Hawaiian postal system the boxes could be used by an entire family and the friends of the family, so that one box was often being used by at least a dozen persons. Under the present system only the renters and their immediate families are entitled to use them. Up to August 13, 1901, boxes were far below the needs of the office, but since the establishment of the free delivery system there have been ample boxes for all who applied for them. One hundred boxes were given up at the beginning of the last quarter, which ended yesterday.

The carrier system was inaugurated August 13, 1901, and so far covers only the district of Honolulu. It is expected that in the course of a year free delivery will take in a much greater area. The outside districts proposed will be covered by mounted carriers. The work of introducing the system in Honolulu was beset with difficulties brought about by the mixture of races, and the census taken by the carriers was fraught with discouraging features. Houses were not numbered; the Oriental population was constantly shifting, but success was achieved in the undertaking. Ten carriers appointed from successful civil service ranks, perform the work. In time the carriers will do a house to house registering of mail, which has so far been delayed on account of the non-receipt of uniforms and paraphernalia.

The work of the mailing department is the most difficult. On such days as the arrival of a steamer from the Coast, bringing anywhere from 100 to 300 sacks of mail, or the arrival of a steamer from the Orient or Australia, bound for the Coast, with two or three Island steamers ready to depart, the nerves of the mailing clerks are tried to the utmost. The incoming mails from two or three sources have to be assorted and delivered into lock boxes, carriers' tables, or pouches for other Islands; train mail has to be made up, and the steamer mail for the United States and the Orient, or the Colonies, despatched. On such occasions the mailing force has little time to rest, and is often compelled to work all day, all night, and far into the next day with short respites for sleep and meals. When the mail arrived from San Francisco with Christmas gifts forming the bulk of it, the office was worked harder than at any time in its history. At such times the force is inadequate to the strain placed upon it. It is either a feast or a famine. Portions of the week are frittered away in looking after inconsequential batches of mail. On "steamer days" not enough hours can be crowded into the day to get the mail out promptly. In spite of this the letter mail is gotten out in a comparatively short time. One of the heaviest mails on record arrived from the Coast late in the afternoon. The clerks worked like Trojans throughout the night, and at 4:45 a. m. had disposed of it. The paper mail was taken up later.

The transportation of the mails

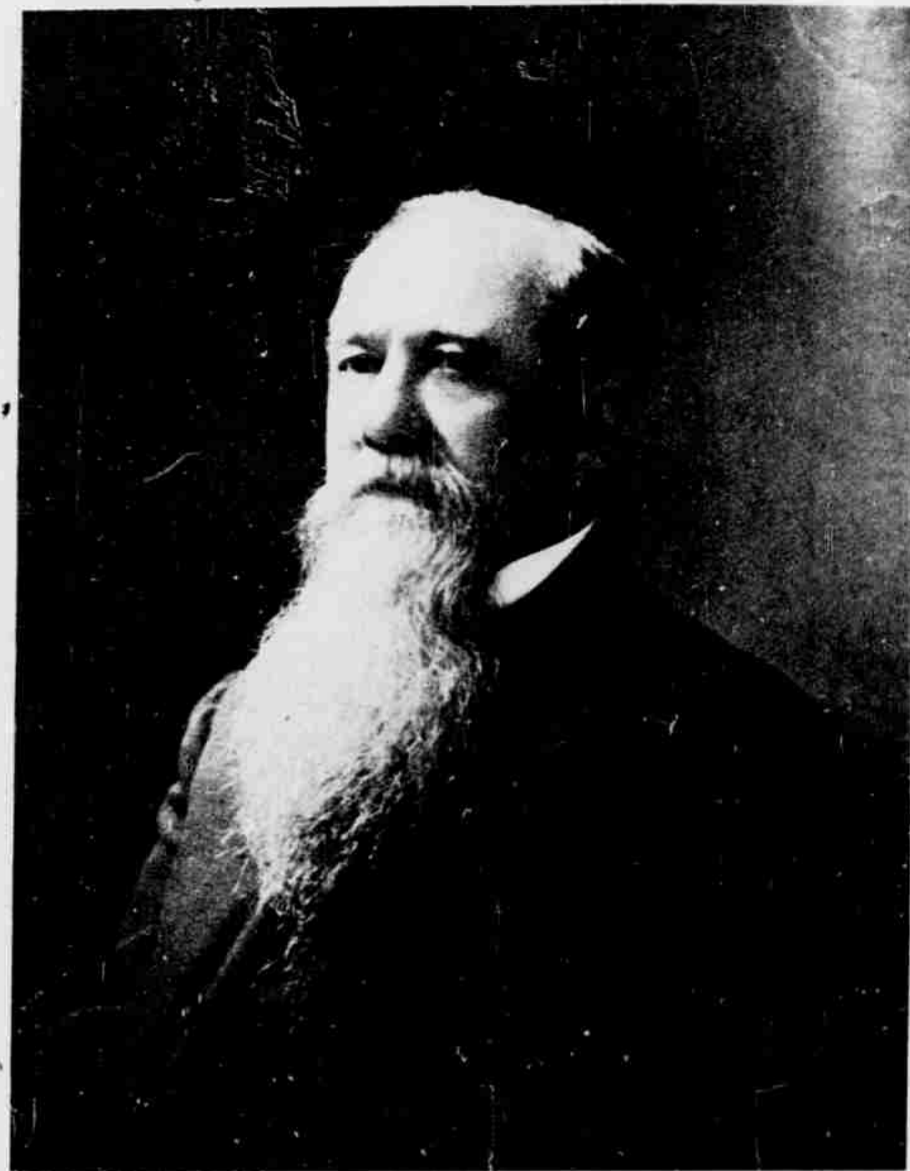
comes under the direction of Assistant Superintendent of Railway Mail Service George W. Carr. This includes all mails despatched by rail, Island steamers, carrier routes, subsidized steamers and foreign mail boats. There are eleven lines of steamship service under contract, Hawaii having the numbers included in the generic term of 80,000. They are as follows: 80,088, Honolulu to Hokena, Hawaii; 89, Honolulu-San Francisco (S. S. Alameda's route); 90, Honolulu-Honokaa, Hawaii; 91, Honolulu-Hanalei, Kauai; 94, Honolulu-Kipahulu and Hana, Maui; 95, Honolulu-Molokai ports, with Kalaupapa as terminal; 96, Honolulu-Hilo, Hawaii; 99, Honolulu-Eleele, Kauai, via Lihue and Nawiliwili; 98, Honolulu-Hanamaula landing, Kauai, via Koloa; 97, Honolulu-Waimea, Kauai; 80,100, Honolulu-Honolulu, Hawaii.

The Oceanic Company, operating the steamships Sierra, Ventura, Sonoma, is subsidized by the United States government for the carrying of mails, the vessels having been built under United States requirements. They were for service between San Francisco and Sydney, Australia, Honolulu being a port of call, with the exception of the Alameda, which runs between San Francisco and Honolulu only. The subsidized vessels can be used as auxiliary cruisers in time of war.

There are two lines of railroad service; one is the Oahu Railway from Honolulu to Kahuku, serving all the postoffices along the route, with double daily service. If a steamer arrives with mail after the departure of the regular trains, the extra train service is utilized. The other is from Wailuku to Paia, Maui, on the Kahului Railroad, twice daily except Sundays. There are thirty-one Star routes, numbering according to contract from 80,100 to 80,131, inclusive, as follows: 80,101, Kahuku to Heeia, Oahu; 2, Waimanalo to Pali, Oahu; 3, Honolulu to Heeia, Oahu; 4, Kohala to Mahukona, Hawaii; 5, Kohala to Honolulu, Hawaii; 6, Mahukona to Kawaihae, Hawaii; 7, Kawaihae to Honokaa, Hawaii; 8, Honokaa to Laupahoehoe, Hawaii; 9, Hilo to Laupahoehoe, Hawaii; 10, Hilo to Kapehu, Hawaii; 12, Hilo to Pahola, Hawaii; 13, Kohala to Honuapo, Hawaii; 14, Honolulu to Waihinu; 15, Napopo to Hapuna, Hawaii; 16, Houlualua to Kailua, Hawaii; 19, Kawaihae to Kailua, Hawaii; 20, Kailua to Napopo, Hawaii; 17, Lihue to Kikaha, Kauai; 18, Lihue to Hanalei, Kauai; 21, Pearl City to Wahiawa, Oahu; 22, Kipoho to Kalaupapa, Hawaii; 23, Makawao to Ulupalakua, Maui; 24, Waihee to Wailuku, Maui; 25, Ulupalakua to Makana Landing, Maui; 26, Wailuku to Maalae Bay, Lahaina and Kihel, Maui; 27, Hana to Kaupo, Maui; 28, Pauwela to Hana, Maui; 29, Paia to Makawao, Maui; 30, Paia to Pauwela, Maui.

Two additional routes will be made from Kikaha to Mana, Kauai, and from Punaluu to Kihala, Hawaii.

One of the first things accomplished by the new system was to do away with the hundreds of "localities" to which mail was allowed to be delivered at the regularly appointed postoffices only. Even to this day Islanders insist on addressing letters to persons in these localities, the result of which is to send such letters to the dead letter bureau for correction. As fast as the



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localities come to light they are entered in a book, and the nearest postoffice entered opposite. This list is studied by the mail clerks, and every effort is made to get the mail delivered at the proper office, despite the misleading locality. An alphabetical list is kept up by the mailing division in which are the following localities:

A, 25; B, 4; E, 4; G, 3; H, 81; I, 2; K, 198; L, 17; M, 83; N, 15; O, 16; P, 88; R, 1; S, 1; U, 7; W, 63; a total of 603. The regular postoffices number about 100. Even business houses are prone to follow the old custom, although frequently requested to address only to the postoffices nearest the localities. Many delays are thus occasioned in the delivery of letters, resulting in "kicks" at the office, the fault generally originating in the "kickers." Thirty per cent of all the mail of local origin handled here is addressed in this manner.

The following steamship lines carry the mails to and from Honolulu:

Oceanic, Pacific Mail, Toyo Kisen Kaisha, Occidental & Oriental, Canadian Australian Royal Mail, Union and United States Army and Navy transports.

Number of Ocean steamers arriving at and departing from Honolulu with United States mail during the year 1901:

Arrivals—	
From San Francisco	81
From the Orient	45
From the Colonies	31
From Vancouver, B. C.	13
From Samoa (direct)	1
From Tahiti (direct)	1

Departures—	
To San Francisco	85
To the Orient	43
To the Colonies	30
To Vancouver, B. C.	13
To Samoa (direct)	1

Number of transports carrying mail and not included in above:

Arriving—	
From San Francisco	18
From Manila, P. I.	2
From Samoa (direct)	2

Departures—	
To San Francisco	5
To Manila, P. I.	23
To Guam (direct)	2

Number of Island steamers arriving at and departing from Honolulu with United States mail, from December 20, 1900, to December 20, 1901:

From other islands	761
To other islands	735

Number of mails dispatched and received in Honolulu per Oahu Railway and Land Company, from December 20, 1900, to December 20, 1901:

Received	633
Dispatched	640

Number of mails dispatched from Honolulu, Hawaii, by ocean steamers, during the year 1901:

To San Francisco	90
To Yokohama, Japan	42
To Tokio, Japan	10
To Kobe, Japan	3
To Hongkong, China	42
To Shanghai, China	10
To Manila, P. I.	47
To Guam	11
To Apia, Samoa	15
To Pago Pago, Samoa	17
To Suva, Fiji	12
To Auckland, N. Z.	27
To Sydney, N. S. W.	30
To Brisbane, Q.	12
To Victoria, B. C.	13
To Vancouver, B. C.	13
To Tacoma, Wash.	8
To Seattle, Wash.	7

Number of mails received at Honolulu, Hawaii, by ocean steamers, during the year 1901:

From San Francisco, Cal.	90
From Yokohama, Japan	44
From Tokio, Japan	42
From Kobe, Japan	31
From Hongkong, China	44
From Manila, P. I.	60
From Auckland, N. Z.	21
From Sydney, N. S. W.	29
From Brisbane, Q.	29
From Victoria, B. C.	13
From Vancouver, B. C.	13

Total number of dispatches by ocean steamers, 409.

Total number of mails received by ocean steamers, 416.

Total number of ocean steamers arrived with mail, 195.

Total number of ocean steamers dispatched with mail, 202.

Total number of steamers from other Islands with mails, 761.

Total number of steamers to other Islands with mails, 735.

Total number of train mails dispatched, 640.

Total number of train mails received, 633.

Over 12,000,000 pieces of mail were handled in the Honolulu office from November 1, 1900, to December 1, 1901, which gives a fair estimate of the importance of the postal service in the Hawaiian Islands. These figures are based on averaging the contents of certain sacks of mail picked at random. It is estimated that a paper sack contains 80 pieces, but, as a general thing, there are usually double that number, and thus the figures given above are supposed to be far under the actual number of pieces handled.

The Hawaiian postoffices have made a record to be proud of since Uncle Sam took charge.



THE POST OFFICE.